SHRI BIR BHADRA PRATAP SINGH: Apart from the general question, is there any specific threat from any of the terrorist organizations to the security of the international airports?

SHRIMATI RENUKA CHOWDHURY: I asked the question as to who is coordinating the whole thing.

SHRI SHIVRAJ PATIL: I would again like to say, at different levels, at the Ministries' level, at the airlines' level, at the airports' level there are organizations which coordinate. They meet and discuss and they decide and the decisions are then implemented. As for the question...

MR. CHAIRMAN: Question hour is over.

WRITTEN ANSWERS TO QUESTIONS

Import of accident relief cranes

*104. SHRI SUNIL BASU RAY:
SHRIMATI RENUKA CHOWDHURY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had imported high powered computerised accident relief cranes during 1982-83 as reported in the Times of India dated 1st July 1988 if so what was the cost of each crane and the foreign exchange involved;

(b) whether it is a fact that some of these cranes have been found defective;

(c) whether Government have also received any complaints from Eastern, South Eastern, Central and Western Railways regarding the functioning of these cranes;

(d) if so, what are the details of the deficiencies discovered and the steps taken to rectify them;

(e) who are the persons responsible for taking the decision to import these cranes; and

(f) whether the Railways have sufficient numbers of working cranes to cope up with any contingency?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) During 1985-86 two types of breakdown cranes were purchased at an approximate cost of Rs. 2.1 crores and Rs. 2.73 crores per crane which included foreign exchange element of Rs. 1.6 crores and Rs. 58.51 lakhs respectively.

(b) to (d) No complaints have been received from Central and Western Railways.

During oscillation trials with one type of crane, the spring suspension arrangement permitted operation at a maximum speed of only 50 kilometres per hour under Indian conditions. After modifications at the cost of the suppliers, the cranes have been cleared upto the specified speed of 90 kilometres per hour.

(e) The import of these cranes was a decision of the Government.

(f) The Railways have enough cranes to deal with normal contingencies.

East Coast Road from Kanyakumari to Calcutta

*105. SHRI M. VINCENT: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) what progress has been made so far in the long pending construction of East Coast Road from Kanyakumari to Calcutta via Madras; and

(b) by when this work is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) East Coast Road runs from Kanyakumari to Madras. A motorable road exists along the coast which needs improvements. The development of this road however, is the responsibility of the State Government of Tamil Nadu and Union Territory of Pondicherry.